





without supporting it by any authority. The conduct of the case for the prosecution was entirely in the hands of the Magistrate, the prosecution being unrepresented by counsel. It was, perhaps, unfortunate that someone versed in legal proceedings, before the Magistrate, was not quite so regular as in that Court, that there was no substantial objection to them, providing that the defence had the opportunity of calling supplementary evidence also. It was a very fair way of dealing with the theories of the defence. That Court had not to look at the irregularities of procedure, or the improper reception of evidence—the proper action of their Lordships would be, not necessarily to quash the conviction, but to make such an order on the whole case as would appear to meet the justice of it. If there had been any further inquiry to be made, it would have been sufficient cause for the Lordships to consider the decision to be made. If there was sufficient cause for the Lordships to consider the decision to be made, it would have been sufficient cause for the Lordships to consider the decision to be made.

The Court asked if he considered the evidence as to previous convictions admissible? The Attorney General replied that he did, on the ground that the question was raised by a witness for the defence, who said the appellant had had nothing to do with opium as far as he knew.

The Court said that the point the Magistrate had to decide was in the possession of the opium was. Did he intend that the fact that the appellant had been previously convicted of being in possession of opium was receivable evidence. The Attorney General thought it was admissible to show possession. Previous possession—especially if recent—was strong corroborative evidence.

The Court: Assuming for a moment that it was not evidence, and that the Magistrate received it and acted upon it; what is the effect?

The Attorney General admitted that the conviction could not be sustained. But if there was sufficient evidence without the inadmissible testimony a conviction would be valid. In this case the Magistrate simply used the evidence of Mr. Sumner for the purpose of negating the theory of conspiracy.

Mr. Pollock proposed to show that the evidence of Mr. Sumner when recalled was admissible on the ground that although evidence as to previous convictions was withheld from juries until they had decided, magistrates were made acquainted with it at the commencement of a case, and therefore its deposition by a witness could not further prejudice them being concluded.

The arguments on both sides being concluded the Lordships reserved judgment. Mr. Francis casually mentioning that the reason the appeal had been heard before was that the magistrate had been five months in stating a case.

FUNG KIT MENG v. WONG TAI.

This was an appeal from a sentence of six months imprisonment passed upon the appellant, a junkowner, by Mr. Woodhouse. Mr. J. Francis, Q.C., with Mr. Pollock, (junior), Messrs. Weston and Deacon appeared for the appellant; the respondent did not appear, and was unrepresented.

Mr. Francis stated that had been done with regard to informing the respondent as to the steps that were being taken; how Messrs. Denny and Messop, his solicitors, had refused to act for him in the absence of instructions, and how one of his employees had stated that he had gone away for an indefinite period.

Mr. Pollock then read the case, as stated by the Magistrate. It was to the effect that on the 18th March 1888, Kung Meng stole two pieces of timber, value \$120, for which he was convicted and sentenced to be imprisoned with hard labour for six months. The evidence showed that on the 18th March the appellant, who is master of a junk, was engaged to remove fifteen pieces of timber from the beach at British Kowloon. The piece of land on which they lay had been sold, and the late owner had to remove them. The lot were at the time under water, the tide being up, but their position was indicated by bamboos. After about half of them had been towed to the junk, which lay about 200 yards out, one of the respondent's men mistook a bank of similar timber belonging to him, and searching for it visited the appellant's junk. There he found it, and was told that it had been brought off by mistake. After going on shore he ascertained that he was followed and beaten, and a fight ensued among the coolies; which ended in their being all taken to the police station, but afterwards discharged. Subsequently the second bank was found fastened to the appellant's sampan ready for removal to the junk, and appellant was then given into custody, and convicted as above.

Mr. Francis submitted that, as in the previous appeal, the decision was based upon inadmissible evidence. The finding of the Magistrate was as follows:—

"Upon a review of the whole of the evidence made in connection with the impression derived from the manner in which questions were asked and answers given, from the general demeanour of the witnesses and in connection with numerous other shadowy impressions which it is impossible to commit to writing, and as the Inspector stated that there had been numerous similar complaints, I convicted the appellant of larceny, and against that decision the appellant appeals, on the ground in point of law, even granting that the larceny to have been, it was not the appellant who was guilty of it, and that the evidence went to show that the wood in question was taken by mistake and not with felonious intent."

There the Magistrate had taken into consideration the fact that there had been "numerous complaints" made of timber being stolen from the grounds for convicting the prisoner. It would have been proper to do so after he had convicted him on other grounds, in increasing the sentence, but it was no ground for deciding his guilt. In the second place there was not sufficient trustworthy evidence on which to convict. As a matter of fact the work of removal was being carried on when the heavy banks were submerged, and the muddy water hid the marks on the ends from view. The respondent was so desirous of getting his timber on the ground he had just bought that he commenced moving it whilst the appellant was loading the fifteen logs, causing them to get mixed and two to be removed. The charge of larceny was an afterthought—after the fight the coolie who had found the log on the junk tried to get the junk men arrested, but said nothing of any larceny until they had been released from the Police-station. Such a case would not stand for five minutes before a jury.

The Court pointed out that it ought to have gone before a jury, and could have gone if the appellant had been heard.

Mr. Francis assured their Lordships that the request had been made several times, and refused. The Court expressed surprise, as it was precisely a case for a jury.

Mr. Francis added that the appeal had been waiting two months for the Magistrate to state a case. Judgment was reserved.

## THE CHINESE NAVY.

The Viceroy Li with a large retinue of Chinese officials and a few selected foreign guests, from whose ranks all possible critics were excluded, left a week ago for a fortnight's cruise with the Piliang Fleet, which has lately been reinforced

by two cruisers built in Stettin, and two built in Newcastle, and is now, as far as regards the number and quality of the vessels and the power of the armaments, a fairly efficient, if unequal and incomplete, squadron.

To form a true idea of the Chinese Northern Fleet the only right standard of comparison is to include in the considerations an examination of the navy of the neighbouring country of Japan. The Japanese navy is in actual force of ships and guns, much inferior to that of China. But, in effect, the balance might be redressed in warfare, as China does not possess the necessary elements of power which Japan has in abundance. Japan has at least four large dockyards, and an arsenal at Yokohama, and has the right to use the well-appointed workshops of Kobe, Yokohama, and Nagasaki, which would be of the utmost value in time of war. Japan has also an adequate naval administration; in fact, no European navy is managed by more intelligent and practical methods than the Japanese Naval Department of Tokyo.

There are in Japan an ample number of Admirals and Commodores, all competent to direct their forces in offensive or defensive war, men who understand the right tactical use of gun, ram, or torpedo, and are able to form and direct naval brigades to co-operate on land and direct naval operations of positions, battery service, etc. The Japanese navy captains, lieutenants, engineers, doctors, midshipmen, etc., are also thoroughly well trained and competent, and need not fear the ordeal of comparison with the similar officers of the European marine services. In fact, the Japanese officers, in marked contradistinction to the Chinese naval authorities eagerly invite the observation and criticism of foreign experts from which the Chinese shrink. In consequence, the Japanese navy, which virtually dates from 1867 or 1878, must rank as a model of creditable and efficient service, as far as direction and officers are concerned. The crews are also of excellent quality. The trained seamen and gunners are admirably well drilled and equipped, there are full reserves, a regular method of recruitment; and, in fact, the Japanese navy is an admirable service, capable of ready expansion, and will be able to protect the interests of the Japanese Empire wherever the inevitable struggle for predominance on the Asian shore of the Pacific occurs.

The Chinese naval progress is more slow and less sure, and although some progress is made, no satisfactory results can be obtained until all the sea forces of the Empire are placed under one suitable and supreme direction, with the requisite concomitants of a modern and scientific organization.

The Viceroy Li, however, regard his fleet with pride, as he himself, under the pressure of continual difficulties, has formed it, such as it is, in about twelve years' time, and notwithstanding the shortcomings, which we will point out in a frank and friendly spirit, he has the right to say that the fleet of all Chinese statesmen has been able to create a powerful navy, as well as the best army of China.

The Chinese Northern Fleet includes two large armoured ships, the *Ting-yuen* and *Cheng-yuen*, each of 7,430 tons displacement, with twin screws, and engines of 6,200 horse-power, etc. The armour is partial and vertical, and is fourteen inches thick. It is of ample length for protecting the engines, boilers, and magazines. Each vessel carries two partially armoured *echelon* turrets, four breech-loading Krupp guns of 305 c.m. = 12.01 English inches, for shell of 725 lbs. weight, which with 30 lbs. powder charge, have an initial velocity of 1,713 feet and are therefore considered inferior to the armament of more recent construction.

There is an unrigged cruiser, the *Ching-yuen*, built in 1883 at Stettin, partially armoured. She carries two 21 c.m. Krupp guns, = 8.26 inches English, for shell of 308 lbs., which, with a powder charge of 99 lbs., attain an initial velocity of 1,657 feet. She has, also, a powerful torpedo armament of four tubes.

There are the two new cruisers with vertical armour, built at Stettin, and two new Armstrong cruisers with horizontal armour, lately described in our paper with much detail. The first of the two older Armstrong cruisers, the *Yung-yuen*, carried a special type, each carrying two 25-ton Armstrong guns of high power. These last two vessels, as the prototypes of the later and perfected Armstrong cruisers such as the *Giovanni*, *Faustan*, *Esmeralda*, *Dagali*, *Nariva*, etc., are still efficient, although under a limited range of conditions. They are, also, interesting as showing the development of an idea conceived by an engineer who endeavoured to combine great offensive power of armament with high speed and small size. The first stage was a little gun-ship, H.B.M.S. *Stanhope*, which carried a 9-inch 12-ton gun. The next stage was shown in the sea-going craft known as the *Albatross*, built for China, some of which carried cannon of 35 to 38 tons. The third stage was shown in the two cruisers built in 1881-1882 for the Viceroy Li, followed as they were in 1884 by the *Esmeralda* and her consort, which marked a distinct departure in the art of naval warfare, the latest outcome of which is the Spanish cruiser, *Reina Regenta*, carrying an immensely powerful battery of large calibre guns, and a very large coal supply, an unusually thick oblique and horizontal deck armour, and engine power that gives 20-8-10 knots or 24 land miles speed per hour. Two months ago the same fundamental idea was extended by H.B.M. Admiralty in the design of the *Blake* and *Blenheim*, with a potential speed of 22 knots or 25 land miles per hour.

The Chinese Northern Fleet, notwithstanding its mixed armament, including as it does many muzzle-loading guns of limited range and power, all going in the same direction, is never mastered, even in the case of a single vessel, by the exigencies of war, is a very effective weapon as a whole, for offence or defence, as far as material is concerned, but should be regarded as a nucleus.

There are many defects in the present composition of the fleet. There are no rigged armoured vessels of the *Rachado* type, the most perfect sea-going ironclad yet designed, and such adopted by the naval advisory board of the United States after long and searching investigation. There are no rigged cruisers of the *Leander*, or the *Primauguet*, or German *Sophia* type, all most excellent, and, for a navy, indispensable vessels. There are no swift gun-boats, well armed, lightly but adequately rigged capable of steaming over 14 knots, and carrying much coal. There are too few torpedo-boats. Japan is now building at Kobe from 25 to 30 new torpedo craft of two classes, the largest of which will be fit to accompany a fleet at sea.

The Chinese navy ships, although they do dock at Port Arthur, will not be compelled for some time yet, and then will consist of one dock only, have one and all unsuited from bottom. To keep such vessels efficient for service, docking should be done three times yearly, a need which constitutes a grave defect if all circumstances are considered. Not can the *personnel* of the fleet be considered satisfactory, though no doubt a gradual and visible improvement goes on. The Chief Admiral, Ting, an intelligent and energetic officer, reasonable in his views and a fair administrator of naval science, and in time of war it would be necessary to replace him, and all officials of his class by men who can conduct the tactical evolutions of a fleet during the con-

tinual variations of the different phases of active operations.

Before the Chinese navy or the Chinese army can fulfil any of the conditions that must be observed in actual warfare, there must be a reform of the present methods. To create a fleet, and to create an army, there must be a counter-attack of suitable defence, there must be a settled and definite system of organization which must include supreme and subordinate functions, and use all forts, stores, war-priorities, training ships, regular systems of levies, pay, reserves, pensions, etc., uniform, arms, discipline, equipment, and all the proper and necessary concomitants of a naval force, so that the fleet of China should be able to combine, or take separate or concerted action promptly and with efficiency.

Great efforts are being made to complete and equip the works at Port Arthur, and it is said that the principal reason of the Viceroy Li's cruise is to decide upon the creation of war ports at Taitien-wan and Wei-hai-wei, as these two last named harbours may upon investigation prove to be in many essential respects superior to natural endowment to Port Arthur. On the Yangtze, when a naval system is formulated, it will not be difficult to find a naval arsenal near Chinkiang. There are also good stations for the mid-China fleet near to Chusan, and Nam-quan, while the Canton fleet can be well accommodated at Whampoa. China has abundance of good sites suitable for war ports, especially of the second and third class. At the same time there are the beginnings of a competent naval service in the pupils trained in the Pongchow, Shanghai, and Fintan schools, provided all three schools were managed on one uniform system, and the general training less neutralized than is at present the case by the predominance of theoretical over practical education, the avoidance of physical discipline, and the want of training-ships. Without training-ships the Chinese naval cadets can never become good officers.

When skilled officers can be provided in ample numbers for the Chinese fleet, unless the service is to be a sham, a thorough educational course should be enforced, as in Japan. The vessels of the squadron should be exercised at sea at varying speeds, to ascertain officers and men to accurate observation and due performance of tactical movements. Not infrequently there should be evolutionary exercise at night. The crews should be regularly trained to boat service, gunnery, small arms drill, coaling the vessels, etc., and to perfect the officers and men in their duties, the crews when in port should be trained to embarkation and disembarkation in boats to land-fortifications and disembarkation in boats to land-fortifications and disembarkation in boats to land-fortifications.

But until China has her navy under one direction, and possesses adequate systematic and scientific direction, her fleets, which cost so much, and from which so much is expected, will prove to be of but small, if any, value in time of war with a naval power.—*Chinese Times*.

## NOTES FROM CHINESE PAPERS.

The *Shin-pao* anticipates a prosperous ten season for Hankow this year.

The Empress has as yet closed only six concubines for the young Emperor. The *Hu-pao* considers this number a moderate allowance.

It is reported that the Korean Government have invited a Japanese naval officer to proceed to Yensan in connection with the navy which they are forming.

The Min-tse hill tribes have been giving trouble in Szechuan lately, and about 300 infantry were sent to suppress the rising, with four cannon, at the beginning of the second moon of this year.

"Saipit Ali" Khan, of Barkoul in the New Dominion, has forwarded his tribute of an ounce and a half of virgin gold and been presented in return with the customary two pieces of silk from the Emperor.

The nobles of Peking are said to be at length bestirring themselves in earnest about the drainage of that noble city, so that we may expect to see wonderful improvements there before very long.

The Japanese newspapers say that the telegraph line from the capital of Corea to Fusan was commenced on 3rd April. An Englishman named Hall, of the name of a famous Englishman, but his name is intended we believe, is superintending the works.

The *Hu Pao* announces the capture of two of the big leaders in the recent disturbance at Chichow, Fu, Anhwei Province, which arose from opposition to the land-tax. The Governor of the Province, it appears, thought fit to send a force of 300 infantry to make a demonstration and awe the people. Other arrests are expected to follow shortly.

The *Shen Pao*, remarking upon the lamentable denudation of forests which so detracts from the beauty of the scenery, grand as that is, above Kiukiang, and upon the serious loss to the country, in an economic and sanitary sense, so caused, recommends that China should follow the example of Japan in this regard, and every effort be made to enforce a prohibition by the Government against the promiscuous cutting down of trees.

Up the Yangtze to Ichang is four or five thousand li, and thousands of people daily want to make this journey or a part of it, but outside of native junk the only steamers are those of the China Merchants S.N. Co., Jardine, Matheson & Co., and Butterfield and Swire, and these do not stop at the small intermediate stations. The *Shen Pao* therefore suggests that small steamers should be started with local capital to run between these small non-Treaty ports on the great River an enterprise which, it says, would pay well and be susceptible of an immense development.

At 2 o'clock on Sunday, May 20th, a small Chinese theatre in the English Settlement, Shanghai, was shot with a revolver immediately after the morning performance by an actor called Fan Kih-hwa (Chrysanthemum), who fell grievously because of late his name had no longer been prominently in the advertisements of the theatre. Kih-hwa was still in his girl's dress when he fired the two shots. See-ian was taken to the Hospital and one bullet extracted from his body, but the other, though probed for could not be found.

A strange thing happened outside the T'ien An Men "Front Gate" of Peking on 8th May. A number of houses were lately burnt down, and on that day a bricklayer was employed amongst others in rebuilding them, when a Peking cart came flying past and grazed the man's body,

even tearing his clothes. He began to scold the carter, who abused him in return and so exasperated him that he lay down on the road challenging the carter to drive over his body, as he was so bold. To the horror of the onlookers, the carter accepted the challenge, and actually drove rapidly over the poor fellow's back, inflicting him, it is unnecessary to say, very severely. The carter was immediately seized by the crowd; tied, and sent to the native police station, where as a beginning, he was awarded a severe flogging by the inspector, and afterwards, locked up to be further dealt with by the magistrate.

Han Hien is a town in Formosa, east of Keelung, in the Prefecture of Tai-pai, or Northern Formosa, close to the mountains inhabited by the savages. There are two villages of Chinese in this neighbourhood called the Si-pi-li and the Fuh-luh, who bear each other a bitter enmity. The Si-pi-lis and desperadoes of low origin, but the Fuh-luh number some ex-yamen-officials and gentlemen in their ranks. They have had hitherto some rather bloodless passages of arms together, but last year, owing to some cause or other, they went on the war path in good earnest, and began killing each other, and the magistrate had two of the Fuh-luh gun arrested and beheaded. The Fuh-luh thereupon retreated into the mountains, collected from 200 to 400 swordsmen, and bade Chen Jih-tung, who was sent to bring them to submission. During February they burnt down the house of a graduate named Hwang Sin-tai, a member of the Si-pi-li, covering it with coal-oil one night and then setting fire to it. During the third month of this year about 200 of the Fuh-luh came to Han on pretence of marketing, but in reality to loot the Yamen, but fortunately the Yamen runners got wind of the plot and a military officer from Keelung who happened to be in the town, hurriedly got together a hundred soldiers and trained-band and garrisoned them in the Yamen. It was found out afterwards that some Fuh-luh men who were in the prison, were ready to assist their comrades outside when the attack came. Chen Jih-tung, the military commander, sent to reduce the Fuh-luh to submission has been denounced by the governor of Han for conspiring with the bandits and been suspended and will be further dealt with when the enquiry into the charge has been completed.

## NEWCHIWANG.

(FROM OUR CORRESPONDENT.)

15th May, 1888.

The weather is detestable; continual gales with sifting dust torment the careful housewife, the æsthetic horticulturist, the pedestrian, equestrian, and canoeist. Clouds appear, but do not dissolve in rain, and to complete our disgust, we learn that rain has fallen all round at a distance of about 25 miles.

We have again to notice the death of an old resident, Mr. G. C. Richards, for many years favourably known to the community as a licensed pilot at this port. Mr. Richards expired at 11 minutes to 8 on the morning of the 14th instant, and his funeral on the following day was attended by most of the foreign residents. A long and painful illness had for many months incapacitated Mr. Richards for working as a pilot, and we believe has completely exhausted the savings of other years.

On the afternoon of the 12th instant the British barque *E. J. Spence* inward bound, collided with the British barque *Perle*, outward bound, at anchor, near Everlasting Point. The necessary survey has been held, and the matter is amicably settled by the Captain of the *E. J. Spence*, paying \$1,200 in full settlement of all claims arising from the collision.—*Shanghai Mercury*.

## PEKING.

(FROM OUR CORRESPONDENT.)

PEKING, 15th May, 1888.

Our warm weather has at last set in, after a very rainy spring.

We hear that the important question relating to the etiquette to be observed between the Foreign Office and the Foreign Legations in the matter of New Year's calls, etc., has been finally settled to the satisfaction of all parties. This indicates another step forward on the part of the Chinese. The Ministers, Secretaries, attachés and interpreters will now be recognized in all official relations.

We hear also that another important step has been taken, a firm here having received an order for electric lighting of the old Northern Roman Catholic Cathedral at an expense of 75,000.

Mr. Marshall of the Board of Works is at present here on a visit, but connected solely with the Legation. I have not heard that his services are at all in demand for the Chinese. I hear that the late Bahd Master of the Tientsin Town Band has arrived here to take up the Post of Clerkship connected with the Customs. Besides attending to his postal duties, it is to be hoped that he will inaugurate a Peking Band so that we may enjoy instrumental music at our garden and dancing parties. Mr. and Mrs. Loury and family, of the Methodist Mission, have returned to their work here after an absence in America of two years. Dr. Nevius and party are here at present from Chefoo.

The marriage of the youngest daughter of H.E. Marquis Tsing has taken place. Great preparations were made for this event. Numerous and valuable presents have been pouring in upon bride and bridegroom. The usual procession of the gods of the bride took place, and was followed by most of the foreign community. The cortege was headed by four servants on horseback, bound round the chest with silk bands followed by the bride's brother on horseback and he again was followed by a commissary of Police with four officers, two carrying chains and two bamboo; then came a full band of musicians, followed by carriers with 120 tables containing the presents, and the rear was brought up by a host of friends in carriages. The furniture and heavy goods were not, as is usual, carried through the streets; the new home of the bride adjoining her old home. On some days previous to this a similar procession, although probably less imposing, took place of the goods of the bridegroom. On Saturday the 5th, the day preceding the marriage, over 500 visits of congratulation were paid to the Marquis by the high officials of the city. On Sunday the marriage was celebrated and on Tuesday a grand reception of all the foreigners in Peking took place. The scene was very charming, and all were in costume of the bride and groom, and the Chinese officials and ladies, friends of the bride family, were present to witness the reception. The bride in her handsome and costly marriage robes looked lovely, and everyone admired the exquisite taste of the arrangements. A photograph, I believe, has been taken of the canopy and handsome scrolls in silk and red cloth. The guests were permitted to view the apartments and presents of the bride. The marriage augurs well for the happy couple, the parents having exercised the greatest wisdom in the choice of the bride—character, ability and not position or wealth having actuated them in the choice. The consent of the bride to the arrangement was also sought and obtained. This is a new and important innovation.—*N. C. Daily News*.

## FORMOSA.

(FROM OUR CORRESPONDENT.)

TAMSUI, May 8th, 1888.

Yesterday the British men-of-war *Mutine* and *Heroine* arrived here. They are surveying and taking soundings of the channel which lies between Palm Island and Keelung Island. It is said that there is a rock that is not marked in the charts and they are anxious to discover it. It was very interesting to see both vessels at about 7.30 p.m. All of a sudden they flashed their electric search lights, and lit up the different parts of the surroundings and made experiments, which greatly surprised the natives. They also lit up the forts, but the Mandarin, I hear, did not seem to be very pleased to have the lights turned on to the fortifications that he is endeavouring to keep so secret. These forts are nearly completed, and for several months past no European has been allowed to visit them without the Commander-in-Chief accompanying him. The electric light, which I believe has never been seen here before, brought all Keelung to their feet, and the Chinese inside the city, from which the harbour is not visible, could not understand what was up, because it was so light in the East at one moment and all of a sudden complete darkness. At last the greater part of the natives came to the conclusion that the *sun kwai* (foreigners) had been at dusk hooked the moon, and had it on board their vessel. To-day a petty mandarin, who has charge of a small party of soldiers, went on board the *Heroine* and politely asked the captain to kindly let the moon shine again the next evening in the direction of the railway tunnel where his men were at work. Not a bad idea of the wily Celestial; was it?

They are hard at work building the railway and tunnels, and it is expected part of the road will be ready for traffic by the end of this year, although the necessary material has not yet arrived. These roads they are hard at work and their daily output is about 100 tons. The greater part of it is of excellent quality, especially that which has been lately put out of the mine. It is said to be superior to any yet found, both in regard to quality and size.

On the 24th of last month a sad and fatal accident happened whilst erecting a large crane. Two men were instantaneously killed, one of them a foreman belonging to the firm of Fat Chong & Co. of Shanghai, and two others seriously injured, one dying the following day.

On the 5th instant Lieut. Hecht arrived here to assist the mandarins in the building of fortifications, and to drill the soldiers.

The British steamer *Stanhope*, from Hamburg, with iron bridges, locomotives, carriages, and other railroad material is daily expected here.—*Mercury*.

## TAKU.

(FROM OUR CORRESPONDENT.)

TAKU, 16th May, 1888.

His Excellency the Viceroy Li Hung-chang arrived at the Taku this morning about 2 o'clock on board of the *Ting Yuen*, after having visited Taitienwan, Port Arthur and Wei-hai-wei. The Viceroy's yacht *Qi Ma* brought His Excellency into Taku, where Li went ashore at the South Fort to inspect the new Armstrong gun lately supplied. The *Qi Ma* started from here for Tientsin with the Viceroy on board about 10 a.m. The banks of the Peiho are lined with troops, with the usual display of bunting.

I see by this morning's Tientsin Shipping Report that the barque *Solidor* has cleared the Customs for "Conversion into a lighter at Taku," and we expect she will be towed down here to-night. The *Peiho* Tug and Lighter Co. will now have two very suitable lighters for hire, and we hear they will shortly take over the No. 1 launch belonging to the Kaiping Coal Mining Co., and it is generally rumoured that the reduction from seven to five cents per picul will soon take place.

The barques *Nanaimo*, *Spartan*, and *George*, from Burrard's Inlet with wood, are here unloading. The *Nanaimo*, after being lightened at the Bar, was towed to Tong-ku to complete her discharge. The *Spartan* and *George* will not cross the Bar. The barque *Archos* from Taiwan-fu and the barque *Charley* arrived here yesterday afternoon.—*Mercury*.

## To-day's Advertisements.

PUNJON & SUNGHE DUA SAMANTAN MINING COMPANY, LIMITED.

A PRIVATE MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, TO-MORROW, at NOON, to meet Mr. H. M. BECHER.

A. O'D. GOURDIN, Secretary. Hongkong, 29th May, 1888. [544]

FOR SHANGHAI. THE Steamship "YANGTSE."

Captain Tsungtsien will be despatched for the above Port on THURSDAY, the 31st inst., at 4 P.M. For Freight or Passage, apply to SIEMSEN & Co. Hongkong, 29th May, 1888. [542]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. ADELAIDE.

(Calling at PORT DARWIN and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "CATTERTHUN."

Captain Darke will be despatched for the above Ports, on SATURDAY, the 9th June. For Freight or Passage, apply to RUSSELL & Co., Agents. Hongkong, 29th May, 1888. [541]

FOR SALE BY PUBLIC AUCTION, ON THURSDAY NEXT, the 31st instant, at 4.30 P.M., at the Fountain opposite City Hall.

TWO TRAP PONIES very fast and quiet in Harness. ONE ARAB HORSE quiet, sound and a good jumper. LANE, CRAWFORD & Co., Auctioneers. Hongkong, 29th May, 1888. [543]

## Masonic.

(FROM OUR CORRESPONDENT.)

TAMSUI, May 8th, 1888.

Yesterday the British men-of-war *Mutine* and *Heroine* arrived here. They are surveying and taking soundings of the channel which lies between Palm Island and Keelung Island. It is said that there is a rock that is not marked in the charts and they are anxious to discover it. It was very interesting to see both vessels at about 7.30 p.m. All of a sudden they flashed their electric search lights, and lit up the different parts of the surroundings and made experiments, which greatly surprised the natives. They also lit up the forts, but the Mandarin, I hear, did not seem to be very pleased to have the lights turned on to the fortifications that he is endeavouring to keep so secret. These forts are nearly completed, and for several months past no European has been allowed to visit them without the Commander-in-Chief accompanying him. The electric light, which I believe has never been seen here before, brought all Keelung to their feet, and the Chinese inside the city, from which the harbour is not visible, could not understand what was up, because it was so light in the East at one moment and all of a sudden complete darkness. At last the greater part of the natives came to the conclusion that the *sun kwai* (foreigners) had been at dusk hooked the moon, and had it on board their vessel. To-day a petty mandarin, who has charge of a small party of soldiers, went on board the *Heroine* and politely asked the captain to kindly let the moon shine again the next evening in the direction of the railway tunnel where his men were at work. Not a bad idea of the wily Celestial; was it?

They are hard at work building the railway and tunnels, and it is expected part of the road will be ready for traffic by the end of this year, although the necessary material has not yet arrived. These roads they are hard at work and their daily output is about 100 tons. The greater part of it is of excellent quality, especially that which has been lately put out of the mine. It is said to be superior to any yet found, both in regard to quality and size.

On the 24th of last month a sad and fatal accident happened whilst erecting a large crane. Two men were instantaneously killed, one of them a foreman belonging to the firm of Fat Chong & Co. of Shanghai, and two others seriously injured, one dying the following day.

On the 5th instant Lieut. Hecht arrived here to assist the mandarins in the building of fortifications, and to drill the soldiers.

The British steamer *Stanhope*, from Hamburg, with iron bridges, locomotives, carriages, and other railroad material is daily expected here.—*Mercury*.

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## Intimations.

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THE HONGKONG DISPENSARY,

Established A.D. 1841.

8th May, 1888.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 29, 1888.

When a telegram was received on the 12th inst. by Governor des Vieux from Sir Henry Loch, Governor of Victoria, which denied that the authorities of that colony in prohibiting the Chinese immigrants on board the steamship *Afghan* from landing in Melbourne, had adopted a new policy, but had merely ordered a strict enforcement of the existing law, most people in Hongkong were at a loss to understand what was really meant. In referring to this telegram we wrote:

"The telegram from the Governor of Victoria to Governor des Vieux throws very little additional light on the Chinese deadlock in Australia; in fact, it appears to be a mere quibble on words. Whether the refusal to allow the Chinese immigrants on board the steamship *Afghan* to land at Melbourne is or is not a new policy in the opinion of Sir Henry Loch—or rather of Mr. Harcourt-Gillies, the Victorian Premier—is of very little moment in face of the facts that their landing was prohibited, and that they are now on their return voyage to Hongkong. Nor is it of any particular interest whether the Chinese are to be legally excluded from Victoria by the strict enforcement of the existing law or by a new enactment, so long as it has been decided that they are to be kept out. And on that point there would appear to be no room for doubt."

To the initiated, those acquainted with the laws of the Colonies regulating Chinese immigration to Australia, the Governor of Victoria's direct denial could only point to one conclusion, namely, that the law prohibiting steamers from bringing into Victorian ports more than one Chinese passenger for every hundred tons of the ship's register, had been taken advantage of to appease the sudden clamour which had arisen against the Chinese. And that this inference was substantially correct is clearly shown by the Australian telegrams published in our issue of yesterday. When the *Afghan* arrived at Melbourne on April 27th, she was immediately admitted to *quarantine*, which makes Governor Loch's references in his telegram of May 8th to the Order in Council authorising the detention of vessels from Hongkong, Singapore, etc., by the health officer, quite incomprehensible. There would seem to be no pretence whatever for His Excellency's intended inference that the *Afghan* had infringed the Public Health Acts. Of the sixty-seven Chinese passengers for Melbourne—out of the steamer's full complement of 268—fifty-eight possessed naturalisation papers, which were detained by the Secretary for Trade and Customs, who was satisfied that they had never been issued to the persons who produced them. Now, if the evidence were conclusive that these 58 Chinese were trying to smuggle themselves into Victoria on bogus pass-ports, thus evading payment of the poll-tax, there cannot be the least doubt that the Melbourne authorities would have been perfectly justified in protecting their Customs revenue in the ordinary way provided by law. The 58 Chinese were quite well aware of the poll-tax regulations in Melbourne, and if they deliberately attempted to defraud the Government they richly deserved condign punishment. But it was apparently not enough for the Victorian Government, to punish the guilty—assuming these Chinese to have been guilty of trying to enter the country under false pretences—; hurriedly adopted measures were sanctioned which bore very hardly and most unfairly on the owners and charterers of the *Afghan*, on the shippers of cargo, and on the legitimate immigrants for Melbourne and other ports. Because a number of Chinese were detected in an attempt to impose upon the Customs authorities, the Government decided to "boycott" the ship and all on board by putting in force the law regulating immigration by tonnage allowance. The Captain was threatened with prosecution under this law if he allowed any of his passengers to land, his vessel was removed to the Quarantine station, and police were placed on board to prevent the Chinese leaving. A complete "boycott" was thus established, and it was so strongly supported by the other Colonies that there was nothing left for the *Afghan* but to bring back

her living freight to Hongkong. And it is on this point that we join issue with Governor Loch's denial that a new policy had been adopted. The statement cannot be supported by facts. It may be true that *no new law* had been passed, but that is quite a different thing. The law limiting Chinese immigrants to one for every hundred tons of a steamer's burthen was in existence, but its enforcement having been allowed to fall in abeyance, it was practically a dead letter. The policy, therefore, of stopping the landing of all passengers, on the grounds stated by the Governor of Victoria, was a new one, and one of which some previous intimation should have been given. We have never disputed the right of the Colonies to regulate Chinese immigration in whatever manner they consider best for the interests of the country; but there is reason in every thing, and when, after the treatment meted out to the *Afghan*, Sir Henry Loch telegraphs to the Governor of Hongkong that the Victorian Government desire to obviate, as far as possible any loss or inconvenience to British merchants or passengers, we consider that he is adding insult to injury. From the consensus of opinion almost universal throughout Australasia, there can be very little doubt that the exclusion of Chinese from the Colonies may be regarded as a settled thing; accepting this as an accomplished fact we have at least a good claim to expect that the Colonial Governments will inaugurate their new policy with every possible degree of fairness and moderation. More than this we have no right to demand.

## LOCAL AND GENERAL.

For pasting up an illustrated placard of the Chinese characters of red and black, Chan Achin, 22 years of age, calling himself a doctor, was haled up at the Police Court this forenoon before Mr. Sercombe-Smith and fined five Mexican dollars, which he very unwillingly paid.

The second homeward bound tea steamer, the *Glenyle*, left Hongkong at 9.25 p.m. on Tuesday the 22nd inst., and the Red Buoy at 10 o'clock on the morning of the 24th. One of the oldest Shanghai residents, Mr. W. Saunders, who has been out since 1861, was a passenger by the *Glenyle*.

DIVING to a report of the death from cholera at Amoy of a ship captain, the Manila authorities have imposed a quarantine of ten days on vessels from the first named port. The China and Manila Co.'s steamer *Zufro* having been placed in quarantine, the Agents of the Company here (Messrs. Russell & Co.) despatched the *Diamond* direct instead of via Amoy.

The *Avenir du Tonkin* notifies the death of Monsieur Bullock, formerly Treasury accountant of Cochinchina, under rather sad circumstances. Deceased was appointed clerk to the Residency of Ninh-binh at the commencement of this month, but a few days after his arrival he succumbed to an attack of dysentery, leaving a widow and child to mourn his loss. A subscription was started at Hanoi, on behalf of the bereaved, had reached a high sum.

This afternoon Mr. Sercombe-Smith reconsidered the decision he gave yesterday in regard to the *Wing-sang* steam launch trouble. He fined the respective owners of the launches and cargo boats which were made fast to the steamer, one dollar each, and ordered them to reimburse the junk owner, who claimed \$140 damages. How far the owners of these craft are liable to pay for the damage to the injured junk, damage which they did not cause, is a nice question of law which his Worship did not go into, but which, were we one of the persons concerned, should certainly be referred to the Supreme Court.

The free trips offered to the public by the Peak Tramway Company attracted a numerous concourse of people this afternoon to the breezy heights overlooking the city. Chinese sight-seers mustered in great force, and once landed at the Gap spread themselves all over the adjoining highlands, belauding the trip with repeated *hi-yahs*. A goodly number of European ladies were among the passengers, who by their courteous initiative will in all probability dispel that remnant of fear which may still linger in the breasts of the weaker sex. There can only be one opinion about this new source of pleasure opened to the Hongkong public, and it is that the Peak Tramway fully deserves to become a great and lasting success.

At the Police Court this morning before Mr. Sercombe-Smith, H. A. Clark, a private of the 58th Regiment, was charged by Blanche Propwitt, living at No. 19, Graham street, with "assaulting" her this morning at 3 a.m. Complainant, who speaks English very imperfectly, said that she found defendant coming up the stairs into her room at the hour named, and seeing that he was a soldier ordered him to go away, which he refused to do. An altercation ensuing, the defendant struck her on the face and knocked her down, on which she sent her servant for the Police. A Chinese "boy" gave corroborative evidence. P. C. Carson said he was called to No. 19, Graham street at 3 o'clock this morning by the servant of complainant, and getting to the house he found the accused and complainant quarrelling. The woman called the accused by a very bad name on which he struck her over the face, knocking her down. The defendant, replying to the magistrate, said he gave the woman a dollar and did not intend going away till he got it back. He admitted having been "up" before. The very ungallant warrior was fined \$10 or in default 3 weeks in goal with hard labour.

The Spanish Government, says the Manila *Comercio*, will shortly enforce a system of mutual exchanges between Spain and her foreign possessions which is calculated to remedy the evils caused by the continual recalculation of rates.

The Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following will be the programme:—  
March "Anchored" Dyke.  
Overture "Sold" Dyke.  
Gavotte "Did me good" Dyke.  
Vol. "First Kiss" Dyke.  
Polka "Reminiscences of Gend" Colley.  
Selection "Dorothy" Colley.  
JOHN MORAN, Bandmaster.

TELEGRAMS were received in Shanghai last Monday afternoon (May 28th) to the effect that the weather was then so stormy at Hankow that the *Glenyle* could not proceed with her loading, and that she would not consequently be able to get away till the night of the 22nd inst. The *Ningchow*, *Dennisse* and *Prometheus* were to load at 30 per ton. The Ocean Tea Steamer race lottery at Hankow resulted as follows:—*Moyne* \$280, drawn by Captain Hogg; *Glenyle* \$101; Field \$70, and *Prometheus* \$10.

The United States Republic still keeps well to the front on all questions affecting the happiness of mankind, even when extended to the taking away of life. A body called the New York Assembly has passed a Bill by 87 votes to 8, substituting death by electricity for hanging by the neck in all criminal cases, and also prohibiting the publication in newspapers of the details of executions. The Bill will very probably pass through the Senate, as it is strongly and unanimously supported by all the leading men in the country.

We regret to hear of the sudden death at Manila on the 21st inst. of Signor Augusto Cagli, the well known *Impresario* of various Italian opera companies that have visited the Far East. The funeral of the deceased, who was a Chevalier of the Crown of Italy, on the 22nd instant was attended by all the members of the Opera Company and by a large number of friends. Signor Cagli was a man of great energy and ability, and he will be best remembered throughout China for his attempt to arrange an International Exhibition at Shanghai about eight years ago.

SAYS the Bangkok *Times* of the 16th inst.:—At 2.30 a.m. on Saturday last the watchman of the Mahanack Saw Mill discovered that the premises were on fire, and in spite of every assistance the flames were not effectually extinguished until the main building had been partially destroyed. Considerable damage has been caused to the machinery—a new plant imported about two years ago from Ransome & Co., England—but the stricken timber has suffered very little. The property was insured about six months ago for \$24,000 and it is fortunate for the Insurance Company (the China Fire) that the whole stock of timber was not consumed. As usual, the origin of the fire is unknown.

At the Police Court yesterday the master of a junk was charged by P. C. Gilmore with anchoring on the 28th inst. in a prohibited part of the harbour and thus endangering the telegraph cable running across from East Point to Kowloon. Gilmore explained that the junk was half way across the channel and thought the master should have known that he was anchored in the vicinity of the cable as the craft was a regular Hongkong trader; she was within sight of the two boards which warn navigators to keep clear of anchoring near the cable. The skipper, in answer to Mr. Wodehouse, said the weather was stormy and wet, and he only stopped till the clouds rolled by. His Worship fined the old shell \$50 for his infraction of the law, storm or no storm.

We learn from Singapore that the vessel which the *Arratoon* *Afghan* was in collision in the Straits was the Ocean Company's steamer *Hibi*, one of the small "blue funnel" steamers employed locally. It appears that the *Hibi*, going at full speed, struck the *Arratoon* *Afghan* on the port bow, almost at right angles; knocking the stern all over to starboard and almost cutting the bow right off. The damage done was serious, and had the collision bulk-head not escaped injury and held on all right, it is quite likely that the *Arratoon* *Afghan* would have gone to the bottom. Luckily the bulk-head held on and the vessel was able to reach Singapore in safety where it was found that the cargo had escaped damage. The bow of the *Hibi* was smashed right in by the force of the collision, but her water-tight bulk-head saved her, and the Captain ran direct to Malacca, the nearest port, whence, after discharging cargo, etc., he will return to Singapore.

We observe from Saigon papers that the line of railway from Saigon to Mytho has been put up to public tender, for a period of ten years, dating from the 1st of next September. This line, constructed by the Government of Myre de Vilers at enormous expense, has been running for a very short time, and, speaking from personal observation, we should think it has hitherto proved a conspicuous financial failure—at all events so far as the French Government has been concerned. We believe the line was originally projected with the idea of "tapping" the immense rice growing districts lying between Saigon and Mytho, but up to the present time the hopes of a remunerative traffic in this direction have not been realised; in fact, we believe that no rice has yet been conveyed by rail to Saigon. The passenger traffic, as anyone who has visited Mytho—a wretched collection of poverty-stricken hovels—must be well aware, could never attain any importance, and if the fares pay the wages of the employees, without reckoning the cost of the line and its running expenses, we shall be very much astonished. The Company now running the Saigon-Mytho railway receive from Government a subsidy equal to 6 per cent. per annum on their paid up capital, and it is this liberal douceur that keeps the concern afloat. For political or military purposes this railway is doubtless valuable; but as a commercial speculation it will for many years to come fail to pay working expenses.

COLONEL AROLAS, the Spanish hero who has distinguished himself so greatly in Sooloo, left Manila on the 15th inst. for that island, where he is to conduct fresh expeditions against the native rebels.

NOTWITHSTANDING the prohibition to Chinese in Manila holding in stock any considerable quantity of kerosene in the city, a Christianised Celestial named Joaquin Chau was arrested on the 14th inst. for having in his house 236 cans of that inflammable material.

CHEUNG ALUN, aged 26, a cook out of employ, was to-day charged by Mr. W. Parfitt of the P. & O. Company, with taking a number of Chinese on board the steamer *Deccan* on the 28th inst., and secreting them there; also with being in possession of one brass key valued at 5 cents, the property of the P. & O. S. N. Company. Mr. Sercombe Smith remanded the case till Friday next at 2 p.m., bail being allowed in two sureties of \$5 each.

THE Editor of the *China Mail* proposes after the starting of the Peak tramway to send his precious journal each evening by the cars to the Peak Terminus "to all subscribers who notify that they prefer this arrangement and will send their copies to the station to fetch their papers." It would be curious to know the number of paying subscribers to the *China Mail* who reside at the Peak. We have a notion that, packed closely together, they would not greatly over-crowd a "ricksha" of ordinary dimensions.

THE following improvements to the city of Hanoi are mentioned by the *Avenir du Tonkin*: A large building will be erected for the department of Posts and Telegraphs; the markets are to be considerably enlarged; the studies in connection with the Hon-dau lighthouse having been concluded, its erection will soon be commenced; the road leading from Do-son to Lach-tray will be paved along its whole length; the canal surrounding the citadel will be deepened three metres and traversed by iron revolving bridges; a navigable canal joining the Lach-tray with the Song-tam-bac will be opened, to enable the gunboats to reach the port with fewer turns; and Courbet, Harmand, and Son-tay Streets will have lateral cuttings. These and other measures, which will be carried out without delay, will, says our contemporary, transform Hanoi into a great city, with fine roads, broad side-walks, and elegant public and private buildings.

TO-DAY James Clifton, a private in the Northamptonshire Regiment charged a Chinese cook with stealing on the 26th inst. 1 lb. of beef, valued at 75 cents, "the property of the Queen." The culinary artist was found in the act of leaving Victoria Barracks with the meat tied round his waist and coming from the direction of the cook-house, where he was employed as a "washer up." The ration had been drawn about an hour previously and should have been taken to the cook-house and there cut up by the head cook. Beef had been going a-missing for some time and that found on the person of the prisoner was in excellent condition. Prisoner explained that the beef was given to him because it was "no good." Inspector Hennessy, who had charge of the case, said the head cook could not be found anywhere; when the prisoner was brought to the station he said the head cook gave him a dollar a month to take the beef out of the Barracks gates, that he sometimes took it to Kowloon city and at other times to a bazaar in the harbour. Mr. Wodehouse, as the prisoner had no further statement to make, sent him into retirement for one month.

MESSRS. JARDINE, MATHESON & CO. were to-day summoned at the Police Court by P. C. Tai Kam Wa, with obstructing the footpath on Praya West on the 27th inst. Complainant said that at 5 p.m. on that day he found two weighing scales at the entrance to No. 2 Godown belonging to defendants; several men were weighing sugar and thus obstructing the footpath. He informed the man in charge, of this, but he refused to move and went on weighing without making any answer. Complainant did not know for certain that the godowns belonged to defendants but he was informed they did. Inspector Swanston said the constable reported the obstruction to him at the P. & O. Godowns and he sent him to find out who the sugar belonged to; he came back and said it was Jardine's. Mr. A. MacClumont, who represented the defendants, asked the Inspector if he generally took out a summons on the strength of a report; he denied that the sugar belonged to his firm and said they had had no sugar weighed since Friday last, and that was not at the P. & O. godowns—he thought it was a most atrocious thing that people should be summoned simply on the strength of a report. His Worship dismissed the summons.

SAYS the *M. C. Daily News*:—We are informed on good authority that if the Tannery has not been actually bought by the China Merchants' S.N. Co., at least one of the directors is heavily interested in the purchase. Plans for the construction of a Wharf and the necessary alterations, to the buildings have been made by Messrs. Boyd & Co., Messrs. S. C. Farnham & Co., and Mr. Samuel J. Morris, and we hear that the last named gentleman's plans have been selected, and that the work will be taken in-hand at once. Although the site is outside the harbour limits, it has such a good depth of water alongside the intended wharf, 28 feet, that it is an excellent place, and if it is bonded, as it is believed will be the case, it will no doubt be very popular for kerosene oil and other heavy goods, and is likely to seriously interfere with the wharves at present existing on the Pooling side of the river. Pooling is going ahead so fast that we shall before long hear of propositions for a swing bridge across the river from the English or French bank, a perfectly feasible scheme. It is also reported that the China Merchants' Company, urged to it by the very heavy bills for dockage which they pay annually, are contemplating the construction of a dry dock on or near this site, and that they have already secured the necessary plans.

THE following are the values of the Imports and Exports of the four principal ports of the Philippine Islands during the first quarter of this year:—Imports, Manila, \$3,985,001; Iloilo, \$4,999,999; Cebu, \$7,999,999; Zamboanga, \$3,985,001. Total, \$4,559,952. Exports: Manila, \$5,238,724; Iloilo, \$1,013,610; Cebu, \$774,295; Zamboanga, \$995. Total \$7,031,625.

ACCORDING to the Annual Customs Report of Annam and Tonquin, recently published by the *Avenir du Tonkin*, the total value of Imports in 1887 was frs. 38,367,724.95, against Exports amounting to frs. 10,051,801.40. The total tonnage of ships entering the ports of Haiphong, Touron, Quinhon, Xuan-day and Cam-rant was 45,945.69, and the clearances tallied during the same period 64,605.49 tons.

YAM CHIN, Conservancy contractor, was to-day summoned at the Police Court by James Clerihew, Inspector of Nuisances, for committing on the 26th inst. a breach of a clause in his contract by permitting No. 6 and 8 night-soil boats to leave the wharves along the Praya before 7 o'clock in the morning. The Inspector said he found this morning a great deal of offensive matter floating about in the harbour near the Praya, and the conclusion was that such could not have existed if the boats had remained up to the regulation hour. The defendant admitted that one boat had left on which Mr. Sercombe-Smith fined him \$25.

SAYS the *Chinese Times*:—The enormous new powder mill at the Tientsin Arsenal on the north side of the river is now nearly complete, and much of the machinery has been connected and is in working order. This powder works was designed by Herr Jauss, who left at the end of the past year. It is said that it is, as regards size and capacity of production, one of the largest and finest powder factories in the world. The manufacture of the new German brown powder will shortly be commenced, as the new rifled guns from Krupp, Creusot, and Armstrong require the exclusive use of slow-burning powder. The new brown powder resists the action of the elements better than the old pebble and small grain kinds, and is less deliquescent.

A FEW months ago a body of prominent Englishmen, amongst whom was Sir Lyon Playfair, went across to the United States and interviewed the President regarding one of the most important subjects which friendly nations have ever discussed. Their object was to invite the United States to refer all political questions which might come into dispute between that country and Great Britain to friendly arbitration, and although President Cleveland could not at that time give them an answer in the affirmative he made it clear to the British interviewers that his sympathies went with them. As an answer to the heralds of peace "and good-will towards men" we now find that Senator Allison, Republican (Iowa), has introduced a bill to promote and perpetuate peace between the United States, Great Britain, and France by establishing a permanent international court of arbitration. The measure authorises the President to institute negotiations with Great Britain and France with a view to create a permanent tribunal for international arbitration in all differences and disputes that may arise between the respective countries, and devotes a sum of \$50,000 to the expenses of the negotiation. Thus the commonsense ideas of the people will sooner or later prevail against the passions, the prejudices and the vanities of ambitious monarchs and their time-serving ministers.

SOME of the smuggling fraternity got into trouble yesterday morning for running in illicit opium. The first was the case of a coolie who was found with three tael of the smoking mixture making his way across the border from Sam-sui-po. E. O. 25 declared:—On the 27th inst. at 3 p.m. I met the defendant coming from Sam-sui-po and walking towards British Kowloon. I stopped him and on searching his person found the above quantity. Mr. Spooner, chief officer of the Excise, said it was a common custom for people to buy opium at Sam-sui-po and sell it in British territory. The opium brought in this way had already paid *lekin* and could then be disposed of at Yau-mati and other villages at a profit—the *lekin* was 5 cents a tael. The cost of the raw opium after paying *lekin* is 44 cents per tael and it is constantly being brought over the borders in this way. The defendant said he was taking it because a friend asked him to do so. Mr. Wodehouse fined the accommodating gentleman \$35, but being short of the needed fee went into retirement for twenty-one days. Another coolie who was found by the Excise officers with 20 taels on his person on the 27th inst. while coming out of a brothel in Square Street was fined \$100 or three months, the latter penalty falling to his destiny. He was also doing it "to oblige a friend," so were two other individuals with 3 taels between them who got six weeks each.

THE Douglas Co.'s new steamer *Haitong*, whose trial trip we reported yesterday, will trade between Hongkong and Formosa. She has been built of steel to the highest class at Lloyd's, and has a Board of Trade foreign-going certificate. Her dimensions are 230ft. by 33ft. beam, by 21ft. depth moulded. She has been fitted with triple expansion engines of the latest type, with Ramsay and Ferguson's arrangement of valve gear for economising force and aft. space. The cylinders are 23, 37, and 39 inches diameter, with a stroke of 39 inches, and work at a pressure of 160lb. per square inch, and on the trials the engines indicated over 1,300 horse-power. Steam is supplied by two large steel boilers, with patent corrugated furnaces. The vessel carries 1,000 tons dead weight cargo, with a draft of 15ft. She has been built and fitted up specially for the Chinese trade. Her twelve decks fore and aft are adapted for carrying Chinese passengers, and the berths are movable, so that when she has to carry cargo only the twelve decks can be made clear for it. Accommodation for European travellers has been provided in the deck-house aft, and besides the sleeping apartments for twelve passengers, there is a handsome saloon, which will be used as a dining and sitting-room. The accommodation for the officers is situated in the fore part, and of the top gallant, fore-castle, and the Chinese cooking arrangements and other conveniences are placed under the bridge amidships. The decks and other woodwork are of teak. The rigging is of the schooner type, and there are full sets of awning fore and aft.

CHIARINI'S Circus has opened for a short season at Singapore. MESSRS. Carlowitz & Co. inform us that the chartered steamship *Heley*, of the Navigation Company, left Singapore on the 23rd inst. for this port.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. J. Russell, Acting Chief Justice, and Mr. A. F. Leach, Acting Puisne Judge.)

TAM CHUN v. J. J. SPOONER.

In the Supreme Court this morning, before the Acting Chief Justice (the Hon. J. Russell) and the Acting Puisne Judge (Mr. A. F. Leach) the appeal of Tam Chun against the decision of Mr. Wodehouse, J. P., in an opium prosecution instituted by the respondent, chief excise officer, was heard. Mr. J. J. Francis, Q.C., instructed by Mr. Messup, represented the appellant, and the Attorney-General (the Hon. E. L. O'Malley) with Mr. Pollock (instructed by Messrs. Wotton and Deaton) appeared for the respondent.

Mr. Francis, in opening, read the statement of case, furnished by Mr. Wodehouse, J. P., which stated that the appellant was charged before him for that he, on the 31st December last, was unlawfully in possession of 15 taels of prepared opium without having a valid certificate from the Opium Farmer, contrary to Ordinance 1 of 1882, and that he was condemned to pay a fine of \$1,000, on a default of which he was committed to prison. On behalf of the respondent it was proved that at 4.30 p.m. on the 31st December P. C. Young, accompanied by Chief Excise Officer, Spooner, and four other Excise officers, proceeded to the house No. 35, Bonham Strand, and by virtue of a warrant executed a small room on the ground floor. The approach was visible from the room. When the officers entered four men were lying on two beds, smoking, and the appellant was standing in the middle of the room. He was very excited, and demanded that the officers should be first searched. Young refused, as they had been already searched at the police station, and he knew the appellant's object was to gain time. By this time the four men had got off the beds and were in the middle of the room. The officers proceeded to search, and underneath one bed, partially concealed by a curtain, found fifteen taels of opium in a tin. Mr. Spooner stated that it had apparently been concealed hastily. The appellant had endeavored to prevent them from going to that part of the room, and had his efforts to cause the officers to be searched been successful it would not have been difficult for any of the four men, when all were long loose coats, to have concealed the tin in his sleeve. On the tin was a red label, with "Tam Quong Yung, from the Quong Woh shop," and other characters indicating that it was one of five tins, upon it. One of the four men, who had hold of the tin, tried to tear this off, apparently upon the instructions of the appellant. Spooner prevented him from doing so, however. The name Tam Quong Yung was that of the appellant's father. A small quantity of opium was also found on a locked press. The appellant produced five opium presses for small amounts, and dated the day before the visit. Appellant urged that the tin was not found under the bed, but by some member of the family of Tam Ah Tsoi, who was anxious to ruin him, but no evidence was brought forward in support of this theory, but it was stated that the animosity on the part of Tam Ah Tsoi was because of a decree obtained against her in the Supreme Court by which she, as the widow of appellant's brother, became liable to repay \$15,000, part of his estate to the appellant and another brother. The room in which the opium was found was used daily as a smoking room by the family, and a man who was a friend of the widow slept there at night, he could easily have secreted the opium. The appellant kept the opium which he used in the press. (He—Mr. Francis—called their lordships' attention to the fact that evidence as to occupation was given by the respondents after the case had been closed on both sides, against which Mr. Messup protested at the time, some of the evidence being thereupon struck out by Mr. Wodehouse. Mr. Spooner then proved that he arrested appellant in November with 25 taels of opium in a tiffin basket (this, as referring to a previous case, was foreign to the case under investigation, and was entirely inadmissible). On another occasion he found 17 taels of opium in the same room, in the press, which he broke open, as the appellant said he had not the key. On the 9th December, on a third visit, he at first refused to produce the key of the press, but ultimately did so. (This was utterly irrelevant to the question of occupation). Three taels of opium were found on that occasion, which the appellant alleged was put there by the officers. To disprove the appellant's assertion that he had nothing to do with the room except as an occasional visitor, Spooner proved that on the occasion of his visit the conduct of the appellant was that of a proprietor, such as holding the keys, &c. (This, Mr. Francis protested, was highly objectionable; the magistrate had no right to admit such evidence). In the absence of any contradictory evidence of conspiracy and in view of the decree of the Supreme Court which it was alleged gave umbrage to the widow being dated some three months prior to this, during which interval he had been too far from the case under investigation to be a valid certificate, and twice convicted of a similar offence, he (Mr. Wodehouse) did not think there was sufficient probable evidence of the conspiracy to exempt the appellant from the consequences of the apparent possession of the 15 taels of prepared opium on the present occasion, and there being two previous convictions against him, he (the Magistrate) adjudged him to pay the full penalty of \$1,000.

Mr. Francis then proceeded with his argument. He submitted that the appellant was entitled to have that decision fully and completely set aside, inasmuch as the Magistrate had formed it on evidence of previous convictions which he deliberately, and formally took into his consideration as being part of the grounds on which he decided the fact of possession. The more fact that the decision was based on inadmissible evidence would in itself justify their Lordships in reversing it. There was no evidence to show that the certificate which the appellant produced did not refer to that opium. But even admitting that they did not, there was no evidence to show that the opium was in the appellant's possession, any more than that it was in the possession of any of the other men; there was nothing to connect him with the opium at all, except the illegal and inadmissible evidence as to previous convictions. The officers were paid for their discoveries in opium in the appellant's house, and therefore it was to their interest to obtain a conviction against the person, best able to pay. Even admitting the appellant to be the owner of the room, it was unfair to make him suffer for what might have been the act of any of the other men present. There was nothing whatever before them to show his connection with the opium, and he therefore confidently asked them to quash the conviction. (The Attorney-General) in reply pointed out that Mr. Francis had simply affirmed that evidence as to previous convictions was inadmissible.



# The Hongkong Telegraph.

TUESDAY, MAY 29, 1888.

SIX DOLLARS PER QUARTER.

N<sup>o</sup>. 1939.

## Banks.

### HONGKONG SAVINGS BANK.

- RULES OF THE HONGKONG SAVINGS BANK.**
1. THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
  2. SUMS LESS THAN \$1, or MORE THAN \$500, at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
  3. DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
  4. INTEREST at the rate of 3 1/2 per cent. annum will be allowed to Depositors on their monthly balances.
  5. EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and the beginning of July.
  6. CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
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FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

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E. W. RUTTER, Manager.

HONGKONG BRANCH.

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LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING, and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 25th April, 1888.

## NOTICE.

### HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya West, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 25th August, 1888.

## Consignees.

### CANADIAN PACIFIC STEAMSHIP LINE.

#### NOTICE TO CONSIGNEES.

STEAMSHIP "PARATHIA," FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA, AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.

Hongkong, 28th May, 1888.

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF NEW YORK."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. D. HARMAN, Agent.

Hongkong, 28th May, 1888.

NOTICE TO CONSIGNEES.

STEAMSHIP "GHAAZEE," FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 29th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th instant, or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 23rd May, 1888.

## Auctions.

### PUBLIC AUCTION.

#### STEAM LAUNDRY MACHINERY.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 4th June, 1888, at 2.30 P.M., at the late

STEAM LAUNDRY WORKS, Bowrington.

(FOR ACCOUNT OF WHOM IT MAY CONCERN.)

1 PATENT MCALPINE WASHING MACHINE.

2 PATENT ROTARY STEAM WASHING MACHINE.

1 PATENT 108" DECONDUN IRONING MACHINE.

1 PATENT 54" DECONDUN IRONING MACHINE.

1 PATENT MANGLE.

1 STARCHING MACHINE.

1 SQUEEZING MACHINE.

1 BLUE RINSER and 2 IRONING STOVES.

1 CORNISH BOILER.

1 DOUBLE CYLINDER HORIZONTAL ENGINE.

TERMS OF SALE.—Cash on delivery.

G. R. LAMBERT, Auctioneer.

Hongkong, 26th May, 1888.

## AUCTION SALE OF HORSES.

NOTICE is hereby given that on the 24th of June proximo there will be sold at LAC STREET, HANOI, TONKIN, (in front of the Pagoda), by Public Auction Sale, FIFTY-FIVE HORSES of ARABIAN BREED.

H. L. VERLEYE, Consul for France.

Consulat de France, Hongkong, 28th May, 1888.

## Insurances.

### GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, £83,333.33.

EQUAL TO RESERVE FUND £240,000.00.

BOARD OF DIRECTORS.

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MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885.

## NOTICE.

THE MAN'ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1888.

## Intimations.

### PIANOS! PIANOS! PIANOS!

#### HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR THE TRANSPOSING SCREW TUNED PIANOS.

WITH Mechanism for transposing for the accompaniment of singing or other instruments, being specially built for damp and hot climates by the celebrated works

of WILLIAM SCHÖNLEIN, "DERLIN."

We invite the public before making any rash purchase to come and try these first-class Pianos.

HEUERMANN, HERBST & CO., Sole Agents.

Hongkong, 18th May, 1888.

### ROSE & CO.

#### HAVE RECEIVED

AND ARE SHOWING A CHOICE ASSORTMENT

OF MATERIALS FOR LADIES' AND CHILDREN'S

SPRING AND SUMMER DRESSES.

IN NEW DESIGNS.

Also, A LARGE STOCK OF LADIES' AND CHILDREN'S STRAW HATS.

THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR.

ROSE & CO.

37 & 39, QUEEN'S ROAD, HONGKONG.

Hongkong, 7th April, 1888.

### KELLY & WALSH, LD.

HAVE RECEIVED A VERY FINE ASSORTMENT OF EXTRA SUPERIOR QUALITIES OF

MANILA CIGARS.

COMPRISING THE FOLLOWING CHOICE BRANDS:—

FLOR DE LA ISABELLA—

REGIOS ORIENTALES—

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NON PLUS ULTRA—

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NUEVO HABANO—

25 CORTADO—

18 HABANO—

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KELLY & WALSH, LIMITED.

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 26th May, 1888.

### ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.

Over Coatings, Light & Heavy.

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Fine Black Diagonal & Cork-screw for Dress Suits.

Black, Blue and Brown Fancy and Diagonal Coatings.

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Trousers in great variety of Stripes, Checks and Plain.

Crickette Flannel, Stripes, Checks and Plain.

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Unshrinkable Flannel.

Ready Made Ulsters in Stock.

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Dancing Pumps, all sizes.

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Hongkong, 22nd February 1888.

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BY BROADWOOD, COLLARD, BECHSTEIN, CHAPPEL, CRAMER, HAAKE, &c.

FROM \$275

PIANOS FOR HIRE, PIANOS TUNED.

INSTRUMENTS BY THE RECOGNISED BEST MAKERS ONLY, KEPT IN STOCK.

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### W. BREWER.

HAS JUST RECEIVED.

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Victoria Cross Heroes from the Crimea to Zululand.

Electricity and Magnetism, by Thompson.

Commander Martin's Navigation and Nautical Astronomy.

Froude's English in West Indies.

Gray's Structural Botany.

Wood's Nat. History Library, ed. 3 vols.

Pole on Whist: Cavendish on Whist.

Beeton's Dictionary Geography History and Biography.

Chambers's Encyclopedia.

The New Universal Language, "Volapuk" by Von Alst of I. M. Customs Service.

Avery fine Piano by Kirkman, trichord throughout, iron frame, and guaranteed first class instrument.

Cheap Pianos that have been on hire for few months. Good as new.

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A fine lot of Good Olographs, framed and unframed.

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New Inkstands in various designs, 2 and 3 bottles.

New stock of Feather, and Hand painted Fans.

Great variety of Photo Albums.

Very cheap Illuminated Albums, \$3.

Meerschaum Pipes and Cigarette Holders.

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European Account Books, ready ruled.

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"KASHGAR" will leave for the above places TO-MORROW, the 30th instant, at DAYLIGHT.

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Hongkong, 28th May, 1888.

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FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain St. Croix, will be despatched as above, TO-MORROW, the 30th May, at 3 P.M.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th May, 1888.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

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Rickard, Commander, will be despatched for the above Ports, on or about the 2nd proximo.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 28th May, 1888.

FOR SINGAPORE.

THE Steamship

"DEUTEROS,"

Captain Iwersen, will be despatched as above on WEDNESDAY, the 6th June, at 4 O'CLOCK P.M.

For Freight or Passage, apply to AH YON & Co.

Hongkong, 28th May, 1888.

FOR SANDAKAN AND KUDAT.